Criteria for Determining State Plan

437. DR. B.B. DUTTA: Will the PRIME MINISTER be pleased to state:

(a) the methodology used by the Planning Commission in determining the size of the States' Plans;

(b) whether the same criteria is not used for distribution of Central Assistance to States;

(c) if so, the reasons for this difference; and

(d) the States' Annual Plans and Central Assistance to States granted during last five years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) The methodology used for determining the size of the States' Plans is based on the States' Own Resources, the Central Assistance to the States and the additional Resource Mobilisation by the State Governments. Central Assistance to the States is based on the methodology, Criteria & Weights given by Gadgil-Mukherjee Formula, which has been adopted and approved by the National Development Council in December 1991.

(d) A Statement on States' Annual Plans & Central Assistance to States allocated during the last five years is given in the Annexure [*See Appendix 186, Annexure no. 3]*

Assistance to Special Category States

438. DR. B.B. DUTTA: Will the PRIME MINISTER be pleased to state:

(a) which are the special category states;

(b) the criteria for categorising special category state;

(c) the details of the per capita central plan assistance to these special category States during last five years;

(d) whether these States have made any improvement in mobilising their own resources for financing plans; and

(e) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) 10 States are given special category status for allocation of Central Assistance to State Plans. They are Arunachal Pradesh, Assam, Himachal Pradesh, Jammu and Kashmir, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim and Tripura.

(b) These States are generally those with hilly terrain, low population density and overall economic backwardness. They are also situated along borders of the country and have weak resource base. A number of them were formed from small Union Territories or districts of some other States.

(c) Details of per capita central plan assistance to these special category states during last five years are given in the enclosed statement (*See* below)

(d) and (e) The resource mobilisation by the special category States is very low due to the negative Balance from Current Revenue (BCR) arising out of high non-Plan revenue expenditure as compared to their revenue receipts. A detailed statement of BCR of these States reflecting their negative resource mobilisation is given in in Annexure [*See Appendix 186, Annexure no. 4]*

Statement

Per Capita Net Normal Central Assistance

(In Rupees)

Sl. No.	Special Category States	1994-95	1995-96	1996-97	1997-98	1998-99
1	2	3	4	5	6	7
1.	Arunachal Pradesh	3271	3973	4521	4617	4924
2.	Assam	357	384	438	448	453
3.	Himachal Pradesh	509	705	857	944	947
4.	Jammu & Kashmir	1005	1130	1295	1266	1282
5.	Manipur	1098	1339	1521	1590	1598
6.	Meghalaya	1107	1160	1318	1371	1379
7.	Mizoram	2566	2869	3234	3504	3645
8.	Nagaland	1455	1663	1887	2075	2232
9.	Sikkim	2986	3371	3907	4203	4192
10.	Tripura	832	935	1063	1158	1346

Private Investment in Infrastructure Sectors

439. SHRI SURESH KALMADI: Will the PRIME MINISTER be pleased to state:

(a) whether Government is reviewing various Government policies to facilitate more private sector investments in the infrastructure sector; and

(b) if so, what are the details of the infrastructure projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) The Government have recognised the need for participation of private sector in the development on infrastructure both for bridging the resources and technological gap as also to bring in greater efficiency by creating a competetive environment. Review of various policies to facilitate private sector investment is a continuous process.

The private sector is being encouraged/ considered to take up projects in different areas which include provision of cargo handling facilities at ports, construction of bypasses, bridges and stretches carrying heavy traffic in the case of roads, construction of green field and management and operation of existing airports, besides ground handling facilities for airports augmenting supply of wagons and building/manufacturing/ financing assets for lease in the case of Railways, basic telecommunication services as well as cellular services for telecom and distribution and generation of power.